

Hongkong, 20th May, 1960.

GROUND FLOOR
 1910 JANUARY, 1910

CLETEAS which
purely and faultless preparation To
COMPANIES SELVIN SAINTY BARKAL
ON LONDON WEST BUCKINGHAM

MELISSA and MINT cordial
surpasses all others by its
taste taken on a lump of sugar.

[illegible]

Amable Marrow - Chi Kwa	2
Grassie - Sai Yung Choi	2
Gulpoori - Lau Kok	2
Lily Roots - Lio Niao	2
Tai Sim	2

is prices accordingly very much less than the
 the Sanitary Board and the power is changed
 attention to all of the various groups.

W. DOWN RIVER

CLEANS which furnishes all others by its
purity and faultless preparation. To be taken on a lump of sugar
COMPANIES OF SAINT MICHAE

CALDERON MARGRISON & Co. Hongkong.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORT.

	Per Dozen	Per Bottle
Port	\$14.00	\$1.20
B Red Seal Capsule	18.60	1.55
C Superior Light Invalid, Green Seal Capsule	21.60	1.80
D Vio-let Seal Capsule	28.60	2.40
E Very Fine Old Tawny, White Seal Capsule	37.60	3.30

The following Ports have been specially selected and procured from Messrs. GEO. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class:—

	Per Dozen	Per Bottle
Douro	\$19.60	\$1.70
Old Tawny	23.60	2.05
Invalid	23.60	2.05
Estrella	29.60	2.55
Very Old Tawny	48.60	4.10
Oldest and Finest	55.60	4.70

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 16th June, 1910.

BIRTHS.

On June 4, 1910, at Hankow, China, the wife of Dr. P. L. McCall, son of (Robert Kenneth).
On May 31, 1910, at Fanchow, China, to Mr. and Mrs. A. E. Collins, a son.
On June 10, 1910, Shanghai, the wife of Captain H. Wavel, China Navigation Company, twin daughters.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 17, 1910.

FROM CHINA TO PERU.

There must be quite a number of people still living in this Colony who can remember the little matter of the *Huascar* and the *Shah*. At the time when it happened it was a big matter, and created a great sensation. The world has moved so fast since then that to excite real interest in the public an ordinary act of piracy or war is barely sufficient, and requires more than a mere dozen lives lost, or the paralysis of a whole trade by the tearing up of a Treaty. Nowadays people need the holocausts of Liao-yang and Port Arthur, or the shambles of Tiao-shima to awaken their languid attention. Our youth was content with less. When Señor Don Nicolás de Piérola, husband of the prettiest lady of her race in either Old or New Spain, and himself the handsomest, gayest and most daring of all the fiery blooded young descendants of the conquistadores in Peru, grew tired of leading a godly, righteous and sober life in Lima, and ran away with the ironclad battleship *Huascar*, he realized the glorious dream of ardent youth not only in Spanish lands but wherever British boys read British tales of adventure. He was proclaimed not merely a rebel but a pirate, and all the Navies of the World were invited to assist in the taking, burning, sinking, or otherwise "spitting" of the giddy sea-bird. For some few previous years Pacific coasts of sub-equatorial South America. The *Huascar* was a small, but for those days powerful ship. She was armoured; her turret was 51 inches thick, and carried two heavy Armstrong guns. She had a subsidiary armament also which then could be formidable against a ship unprovided with protective plates. Don Nicolás merely "billed up" several towns and lots of ships, but he made one bad mistake. He stopped on the high seas two ships belonging to the Navigation Company which carried the mails, and oh, far more than any mails, the British flag. In those days the British flag really was more than a bit of coloured bunting, with crosses on it. The Republic of Peru had declared that it was not responsible

for the acts of the *Huascar* or of the furious young pirate who owned her. Great Britain's Navy in Pacific waters woke up rubbing its eyes on being told that British ships had been interfered with on the high seas "while we were so near, too!" Admiral de Horsey did not snort. Admirals never do that. But he took P.M.S. *Shah* and H.M.S. *Amethyst* down the coast, in a fine rage, vowing that he didn't care how much armour the pirate carried, and that he and his unarmoured ships would capture him fast enough. Well, we know he didn't. The *Huascar* put up a good fight against the British ships, or rather against the *Shah*, for the *Amethyst* was practically out of it. The *Shah* had better guns, her two 9-inch guns and eight 64 pounders were well manned, and never letting the *Huascar* get near enough to ram, the *Shah* fighting savagely from three to the afternoon until evening, had done enough damage to the pirate to claim victory. But Don Nicolás Piérola's ship was not inclined to meet an angry British Admiral with theories about summary treatment of persons who deal otherwise than with great politeness towards British ships on the high seas. It must be remembered that these were the days before Radical Government, before little Englandism, before the British Empire had to be bought all over again and paid for at all sorts of places like Omdurman and Spionkop. Don Nicolás and his men were really brave, but they couldn't fight without time to rest and recoil, so the *Huascar* went "up stick and away" to Callao and surrendered to Captain Moore, if we remember right, of the Peruvian Navy, who afterwards fell on the deck of the *Huascar* in her last despairing gallant battle against the Chileans some years later. Now who would have thought it? The Peruvians did not hang Don Nicolás. True, they intended to shoot him, but with regret, as one who had stood up to a British Admiral and had made a remarkably good fight of it. Piérola, as we mentioned above, was of good blood. He escaped, and here is the most Chinese part of the whole business. He survived in power for his country in a truly admirable manner against the Chileans—if he had had a little more money and a few officers to help him, men like Grau and Bolognesi, he would have changed history—and in 1895 he became President of Peru. Here he begins to command the attention of not only writers of memoirs, but those of the history of nations. His first act was utterly to transform the finances and the currency. He gave to Peru the blessing, the inestimable blessing, because it can be estimated by solid weight in £ s. d., of a gold standard. Everyone who has done business with Peru remembers that loathly coin the "sol," which like the Mexican dollar always seemed to diminish in value the more you made of them, and also, paradoxical as it may sound, to dwindle down to nearly nothing when you were hard up. That miserable "sol," thanks to the genius, ability and honesty of the ex-pirate is now a much nicer coin to carry than the Mexican dollar. There are ten "sols" to the Peruvian gold pound, which is the monetary unit, consisting of a gold coin the diameter of which is 22 millimetres and a fineness of 0.916 2/3 millesimales. It exactly equals the English sovereign. It was made legal tender in Peru in 1897. Later the Peruvian mints have coined a half-pound and a small two sol coin of the same fineness. In Peru, gold pounds or English sovereigns circulate to-day at par with the silver currency. Small transactions continue as ever to use silver and copper as the circulating medium. Any fluctuation in the rate of exchange on London ever since 1897 has always been round 74 pence to the sol, or the "gold point" of the sol, and has invariably been in proportion to the actual expense arising from the transport in bulk of large funds from one commercial centre to another. Peru would have continued in the isolation in which the silver standard kept it as regards foreign capital, if it had not made a gold coin its monetary unit. The country absolutely needed capital for the exploitation of its natural wealth. We wishing to verify the assertions of our informants concerning the extraordinary development now taking place in Peru in the new railways over the Andes to the Amazon head waters and the forests of Napo and Marañon, and the enormous rubber trade from that region, have had the privilege of hearing the authentic facts from Señor Macedo the Consul for the Republic of Peru in this Colony. He entirely reassures us as to the disputes with Ecuador and Colombia concerning frontiers. Mr. Knox is arbitrating, and so justice may leave the question without anxiety. As to Chile, the outstanding difficulty about Tacna and Arica will not lead to war. Señor Macedo is sure of this, but of course diplomatic reticence forbids him to dilate on the recent negotiations. We are strongly of opinion that Peru has, of course, a perfect right to insist on the performance of Treaty stipulations in this matter. In Chile to tear up the Treaty of Ancón without a single cannon in all the world protesting against such an act of cruel and wanton violence? These two provinces were to be occupied by Chile for ten years only, and during

that time the Peruvians and Chileans resident there should be under impartial government by Chilean law. The vast majority of decent people in those provinces are Peruvians. At the end of the ten years a "plebiscite" was to be held to decide which country was to keep Tacna and Arica. The winner was to pay the other the sum of one million pounds. The Peruvians are ready enough to pay, and we have it on the authority of (1) a banker, and (2) a gentleman very high in the diplomatic service of a European country, that Peru can afford the money, now, large sum as it seems. Of course, the country wants peace, and given only that one boon will once more astonish the world with its vast wealth, the "riches of Peru." Chile used the pretext that in 1894, when the ten years had expired, and the time for the plebiscite had come, that Peru was in a state of war. In 1898, in a time of flourishing quiet and returning confidence, perhaps Don Nicolás de Piérola was too sanguine in hoping for settlement. But now that tranquility and order have distinguished the land of the Incas ever since he handed over office to Don José Pardo, (the son of that famous Don Manuel Pardo, whose death in 1878 was described by the "Times" as "an international calamity") and since that worthy son of a great father was succeeded by that able financier and strong upholder of Law, Dr. Leguía, the aggressiveness of Chile becomes a bullying assault on an attractive, diligent, and peaceful nation that is rapidly becoming the best field for the investment of capital—not for mere speculation—in the world.

LOCAL AND GENERAL.

The German Mail of the 18th May was delivered in London on the 16th inst.

Mr S. B. Hanson is appointed to act as Assistant Police Superintendent at Penang.

The Singapore Portuguese Mission Incorporation Bill has received His Majesty's approval.

Mr Machado, the manager of United-Singapore Rubber Plantations, is in hospital rather ill.

Dr and Mrs. Hoek returned from their holiday in Japan by the s.s. *Prins Sigismund* this morning.

In the Summary Court, this morning, Mak Nam Woon, proprietor of the Belle View Hotel, sued J. Lafferty for the sum of \$13.05. The case was adjourned to next Friday's list.

MAJOR C. H. Evans has applied for a summons against the master of cargo-boat *Sirih* for obstructing the road in the waters of the Colony in the vicinity of H.M.S. *Tamar*'s moorings.

ABOUT 4 a.m. on the 4th instant a fire broke out at Gato, Matsura district, Nagasaki prefecture. The fire lasted about 6 hours, and destroyed altogether 300 houses, representing about one-third of the village.

The *British North Borneo Herald* is informed that Sekong Estate obtained the splendid price of 132.44d. per lb. for the last lot of their rubber sold. This is the highest price obtained so far, and we heartily congratulate the management.

JUDGMENT was reserved by the Full Court this afternoon in the case in which John Lemm, architect, is seeking to have three judgments delivered in connection with the recent criminal conversation case brought by Capt. T. A. Mitchell, reversed.

THE young Chinaman who is charged with the alleged murder of an aged compatriot at No. 4 Queen Victoria Street on the 28th May last, appeared before Mr. J. R. Wood at the Magistrate's court this afternoon and evidence having been called prisoner was remanded.

THE holders of the concession for the electric lighting of Sandakan have obtained a short extension of their option. This indicates that the scheme is still under serious consideration, and that one may shortly see the last of the old-fashioned oil lamps in the streets.

In the course of an action in the Summary Court this morning, Mr. Reader Harris stated that the case was one of those instances in which the defendant had paid in interest four times the amount of money borrowed and he asked his Lordship to make an order for the payment of a penny a month.

A STRIP of land on the Leim Road, Sandakan, distant about one mile from the Government offices, and 14 acres in area, was sold by auction at the Land Office on 27th ult., and realised the high price of \$960. The land carries a rental of \$3 per annum, and is planted up with coconuts and fruit trees.

THE P.M. steamer *Siberia* which left Yokohama for San Francisco on the afternoon of the 1st inst. was to have carried 28 Russian labourers (14 men and 14 women) from Koba for Honolulu. On the arrival of the steamer at Yokohama from Koba on the morning of the 1st, ten of these Russian passengers were found suffering from measles, two others having succumbed to the disease during the voyage, at about 7 a.m. on the 30th ultimo. The *Japan Gazette* states that the Yokohama Agent of the P.M. Co. asked all the Russian passengers to disembark here, but they at first refused to do so. The Russians were finally caused by the Harbour Police, at the instance of the Agent, to comply with his request, and the sufferers were received in the General Hospital. These passengers are to be sent to their destination as soon as the patients become convalescent. It is said that one of the Russians is mentally deranged.

In Rubber Land.

THE PLANTER'S LIFE.

(Special to the "Hongkong Telegraph.")

In these days when public interest is so much focussed upon all things pertaining to rubber, anyone who has had experience of life on the rubber fields of the Federated Malay States finds himself besieged with inquiries regarding the life that the planter leads. To begin with, it should at once be made clear that the planter in Malaya enjoys better working conditions than are the lot of planters in the Amazonas or on the Congo. In those areas the white planter has to face the terrible scourge of malaria in its most deadly form. In Malaya, unfortunately, malarial fever is a very prevalent evil (as the Prayer Book says) but it does not prevail in the virulent form that makes the rubber-grower's life a burden in those other regions. This is to say, a man who looks after himself and does not disdain the advice of those best qualified to judge, to take three or five grains of quinine a day, will seldom suffer ill consequences from malaria. Nearly all the estate bungalows in Malaya are MOSQUITO-PROOF.

after the style of the Customs out-stations in China. The use of mosquito-net, also, is de rigueur. As a rule, one would have to go upon a long day's march to discover a more healthy and healthful lot than the planters of Malaya. At one time the upland planters in the Malay country bore a general reputation for boisterousness and "high life," unsurpassed even by that of the old timers of Ceylon or of British North Borneo. In past years it was merely an incident in every-day life for a party of planters to descend upon Penang or any other convenient township and paint the place red. No one made objection. The invaders were the best of good fellows who for months had been hedged away

IN THE JUNGLE.

and were only down from the wilds for a spell to spend their last quarter's earnings, renew old friendships, and break up hotel bars. But a change has come over the scene nowadays. The planter in these straits days has to lead a more rigid life and his dissipation is confined to a cocktail in the "Spotted Dog" at Kuala Lumpur or the sporting of a dress suit in the F.M.S. Hotel at 1.0.

According to recent newspapers from the Malay States, the Government are losing the services of many of their officials who are forsaking the cold shades of public service for the sunnier region of rubber-planting. This movement may lead to the misconception—and in some cases has done so—that for the work of a rubber planter no particular specific knowledge is required. This is not so. Most of the men who have deserted Government service for the rubber fields have a knowledge, at second-hand at any rate, of the conditions obtaining on the estates whilst they are one and all versed in the Malay language which is the *lingua franca* in the Peninsula for Chinese, Tamils, Javaneses, Malays, and Europeans alike. Without those qualifications, one need hardly expect to find profitable employment on the rubber fields. So far as the

DAILY ROUND

of the planter is concerned, it can hardly be described as arduous and yet it is certainly exacting. As a rule, the manager of an estate shares in the mess with his assistants and looks after their welfare. That this is no light responsibility may be easily imagined when one considers that most of the assistants are youths of good family at home, coming almost straight from school to associate with men very much their seniors in point of age, and transferred from the rigidity of home life to the conversing social atmosphere of Malaya, where the motto of "Free and easy" is accepted as a maxim for the guidance of one's daily life.

But whatever reputation the planters of years past may have borne, those of the present day are a hard-working, capable set of men, fully alive to the importance of the interests which they represent, and desirous only of acting for the best on behalf of their principals. On the comparatively few estates which are fully planted up with rubber in bearing, the task of the planter is lightsome. He requires to supervise the process of tapping, of weed eradication, and of preparing the staple for the market. The round of his estate is easily made by pony-ride, and in a general way a double daily visit suffices. But in the case of estates undergoing the process of clearing, the work is strenuous in the extreme, requiring constant attention and direction.

The planter has to study the temper and disposition of the field labourers who work under him, to act as mediator in their constantly

RECURRING DISPUTES

and quarrels and to further the interests of his shareholders in every way possible. The planter's assistants, by the way, usually come under the category of "creepers." The derivation of the term is vague, but its intent is obvious in the light of our proverb about a child having to creep before learning to walk. "Creepers" are youths who come out from home on a nominal salary to acquire acquaintance with rubber-planting methods and in many cases to become ultimately full-fledged planters. If not estate-owners.

The work of the assistants on an estate entails constant vigilance and frequent visits to those parts of the plantation where operations are in active progress. The number of labourers on each section of the field has to be tallied morning and afternoon, and the result of the day's working has to be carefully entered up each evening. Apart from the "creepers," the assistants earn good salaries, and as a rule the life of a rubber planter is distinctly desirable. One drawback is the lack of social intercourse. Men on an up-country estate have few opportunities for visiting neighbouring townships, but the monotony of existence is pleasantly broken once in a while by the exchange of visits to neighbouring plantation "messes." The Malayan planters are deservedly noted for their hospitality and are not even the wildest stranger would be allowed to "go empty away" from a planter's bungalow.

SIR CHEN TUNG.

SHADOWED BY DETECTIVES.

During the visit to Hongkong of His Excellency Sir Chen Tung, Chinese Minister-designate to Berlin, his personal safety from attack was a matter that caused no end of uneasiness amongst the authorities here. Sir Chen himself was not apprehensive of any personal violence, but the Police were unwilling to take any chances, and during His Excellency's sojourn in the Colony his movements were shadowed by numerous Chinese detectives. Apparently it was feared that an attempt might be made on the Minister's life by emissaries of the faction in Canton who have been so bitterly invective in their attacks upon Sir Chen's administration of the Canton-Hankow Railway. Fortunately, nothing but passive ill-feeling evinced itself.

THE COMPRADEORE ACTION.

DECISION BY THE CHIEF JUSTICE.

In the Supreme Court this morning, the Chief Justice, Sir Francis Figgott, delivered judgment in the case in which Yap Hok Liang, compradore to the Yokohama Specie Bank, of Kobe, Japan, sued Chai Tung Sang, of No. 4, Seymour Road and No. 3, Shelley Street, to recover the equivalent in Hongkong dollars of Yen 600.00, together with interest on the sum at the rate of 6 per cent. per annum from the 10th September, 1905, to payment or judgment. Mr. M. W. Slade, K.C., instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. P. M. Hodgson, of Messrs. Ewans and Harrison, was for the defendant.

In the course of his judgment, his Lordship said that that was an action on a foreign judgment. Mr. Potter had expounded ideas, which he himself had advanced. If he might say so, he believed still more in Mr. Potter's views after having heard him, but he could not alter his view even after having heard substantial evidence. If he rejected plaintiff's story he should do so on a mere conjecture. Defendant's story was somewhat confused, he having made three different statements. Although a protest was not a solemn procedure, yet it was a formal procedure, and defendant ought to have given to the Court the full facts of the circumstances. Defendant said he was not connected with the firm and on being questioned he said he was not an active partner in the firm and then said that he had cancelled the guarantee. That Court had held that compradores were sureties to European firms in respect of their Chinese customers. The details were different in different cases but the broad principle of the system was the same in all instances, namely, that the compradore was liable to the firm in the event of non-payment by any of the firm's Chinese traders. If he adopted Mr. Potter's reasoning, he would be destroying the compradore system as it was at present existent. He therefore entered judgment for the plaintiff with costs.

Mr. Slade asked for judgment to be entered for the plaintiff with interest at the rate of 6 per cent. per annum.

Mr. Potter opposed interest being awarded the plaintiff, as the plaintiff, if he was suing on a guarantee, could make the defendant liable only for what he guaranteed. At any rate he asked for a stay of execution for a fortnight.

His Lordship—in the defendant resident here?

Mr. Potter—Yes, my Lord.

Mr. Slade—Whenever a storm arises, he retires to Bangkok.

His Lordship—He was in Peking, wasn't he?

Mr. Potter—He went to Peking but he's a naturalised British subject.

His Lordship—On what ground are you making the application?

Mr. Potter—On a point of law. I ask at least for a short time to consider the case. The point of law is not only important but it has never been decided before.

His Lordship—You must give some reason for the stay being granted. A stay of execution is not a matter of course.

Mr. Potter—No. Perhaps your Lordship will give me leave to apply.

His Lordship—I can't do that.

Mr. Potter—My friend is evidently afraid that defendant will run away. I'm willing to give security.

Mr. Slade—We are willing to take his wife's security.

His Lordship said he could not see his way to granting Mr. Potter's application.

Mr. Potter—As your Lordship pleases.

MONEY-LOAN ASSOCIATION.

CASE.

JUDGMENT DELIVERED.

In the Summary Court this morning, Mr. Justice Hazland, Acting Puisne Judge, delivered judgment in the case in which Chow Cham sued a young woman named Yuet Sum to recover the sum of \$105, for an instalment due in respect of a \$5 Money Loan Association, of which plaintiff is a promoter and defendant a member. Mr. E. Davidson, of Messrs. Harrison and Hastings, appeared for the plaintiff and Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, was for the defendant.

His Lordship in giving judgment said that he was quite satisfied with plaintiff's story and entered judgment for the plaintiff with costs.

Mr. Stevenson said that having regard to the position of the defendant he asked for an order that the amount be paid in instalments. It was a rather large amount.

Mr. Davidson—I don't mind agreeing to instalment, but I don't know what defendant's position is.

His Lordship—Plaintiff may probably know. Defendant is a woman and probably she makes a lot of money.

An order was made for instalments of \$25 a month.

THE WATER SERVICE.

DISCOLOURATION DUE TO LANDSLIP.

The Colonial Secretary informs us that the tuddy colour of the Tiam water, is due partly to the fact that the reservoir was so low when the recent heavy rain occurred and principally to a landslide which blocked the clear water channel from which it is usual to draw water after heavy rain till the reservoir clears. The water is perfectly good and sound and its colour need cause no alarm.

BORROWED MONEY FIVE YEARS AGO.

COLOURED MAN SUE BY INDIAN WATCHMAN.

Before Mr. Justice Hazland, Acting Puisne Judge, in the Summary Court this morning, Rattan Singh sued Abu Bakar, an African Indian, to recover the sum of \$174.40, money due under a promissory note.

Mr. Harris (for the defendant) said they did not question the promissory note, but he asked for instalments. Defendant was getting \$35 a month, and had children. He borrowed money from the plaintiff four or five years ago and in 1905 he renewed the promissory-note and paid \$3 a month. Some time ago he had family troubles and missed two months, and now plaintiff sued him for the whole principal.

Plaintiff said he charged interest at the rate of 3 per cent. per month and defendant paid interest for three months. He lent the principal on 16th July, 1910, but did not have any dealings with the defendant before. He did not lend him money four or five years ago. He did not receive \$100 in interest.

Mr. Harris—How much interest did you charge every month?

Plaintiff—\$5 for \$100.

His Lordship—Do you consent to instalment?

Plaintiff—[I leave it to your Lordship's hands. Defendant said he drew \$35 a month. He borrowed some money four or five years ago and after he paid the money he destroyed the promissory note. Nobody except the plaintiff saw the action.]

His Lordship—If your story is true, it is rather important that you should keep these notes.

Defendant—Plaintiff told me to destroy it, it was no use.

Do you owe money to other people?

Defendant—No.

How many children have you?—Five.

An order was made for instalments of \$7 a month, first instalment to be paid on the 1st of July.

CLAIM BY CHINESE SEAMEN.

AGAINST THE HAMBURG-AMERIKA LINE.

Before Mr. Justice Hazland, Acting Puisne Judge, in the Summary Court this morning, Mr. Huog, of Messrs. Deacon, Looker and Deacon, again asked for a day to be fixed for the hearing of the case in which six Chinese seamen are seeking to recover over \$500 from the Hamburg-Amerika Line for alleged wrongful dismissal.

Mr. Davidson said that he had been instructed by his client to ask his Lordship that the case be allowed to stand over for another week. There were at least two points of great difficulty involved.

Mr. Huog—My friend is trying to delay the hearing of the case to—

His Lordship—Oh, no.

Mr. Huog—Any delay is a very serious matter to my clients.

The case was allowed to stand over.

FORGERY OF JAPANESE TRADE-

MARKS IN CHINA.

REPRESENTATION TO CHINESE AUTHORITIES.

It is interesting to learn from the *Asahi* that the practice of forging Japanese trade-marks has much increased of late among Chinese match manufacturers. Mr. Takigawa, a well-known match manufacturer of Kobe, recently visited China to look into the matter. On his return home, Mr. Takigawa, applied to the Japanese and Chinese Governments through the Kobe Chamber of Commerce asking that measures be taken to suppress the practice complained of. A report from the Consul-General at Canton on the question has been referred to the Kobe Chamber of Commerce by the Foreign Office. The substance of the report is that the Viceroy of Liangkiang, who issued an order prohibiting the forgery of trademarks, refused to admit that the counterfeits of the "Lion," "Dragon," and two or three marks were forgeries, on the ground that there was a difference in the colour and design between the genuine mark and the alleged counterfeit. On the 2nd instant the Consul-General had an interview with the Viceroy and showed him the genuine and forged trade-marks, urging him to take due measures to stop the practice.

The Viceroy appeared impressed by the comparison made. He stated that when he declined to recognise these marks as counterfeit, he had not personally compared the two trademarks, but had relied upon the reports of local authorities, who declared that the marks were quite different. The Viceroy accepted the forged labels from the Consul-General and promised to institute investigations into the matter. He subsequently referred the question to the Kwangtung General Chamber of Commerce, ordering that body to consider the matter.—*Japan Chronicle*.

RECENT advices from Zimbalie province indicate that the "Hidropet" is creating great havoc with the cattle in the district from the Ologopo. Captain Washington Grayson has formed a very considerable number of "Hidropet" for the purpose of attacking the "Hidropet" and generally co-operating with the local authorities, and the Government is an effort to suppress the "Hidropet" disease.

NEW SHAMEN INSTITUTE.

ERECTOR OF TABLETS.

Preparatory to the opening ceremony tomorrow of the Shammen Institute, handsome brass tablets have been erected in the hall of the institution and on the stairway, chronicling the name of the donor, Sir Horatio N. Mody, and of H.E. Sir Henry May, who is to declare the building open.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

STREET DUST NUISANCE.

To the Editor of the "Hongkong Telegraph." Dear Sir—Is there any among the long-suffering residents in Hongkong who has not been subjected to the inconveniences, if not the positive danger, of street dust in Hongkong? The practice of sweeping the principal thoroughfares in the City to the annoyance of residents during the tiffi hour has formed the subject of loud and persistent complaint so long in the columns of the local Press, that one wearies to bring it to public notice again. But if the guardians of public health are not above accepting a suggestion from an humble scribe it will serve some useful purpose if they learn that the Health Department of the Tokyo City Office has made a trial of a new material for the prevention of street dust. The new material is calcium chloride, sent by the American Trading Company, of Yokohama, for a trial. It was sprinkled in a lane near the Teikoku-sha theatre, Yurakucho, Kojimachi. Heavy rain has since fallen twice, but the powder is not entirely washed away. Calcium chloride is a combination of chlorine and calcium contained in lime. It is originally in the form of cakes of white colour, but a company of Norwich, England, sells it in the form of a powder, and the American Trading Company, of Yokohama, is its sole agent here. As for the virtues of calcium chloride it is stated, that when it is sprinkled on the street, it not only prevents the rise of dust by absorbing the water from the ground and the moisture of the air, but it kills the germs of disease in the air. It is, therefore, good for the health of the citizens. But the difficulty is that its cost is very high. At present the expenditure for sprinkling water in Yokohama is 7.8 sen per tuba for one year, but calcium chloride will cost 8 sen per tuba for one time only, without taking into account the expenses needed for the sprinkling of it. And the effect of calcium chloride will last only for one month, though the company says it will continue for three months.

It is just possible that the alleged impoverished condition of the Colonial purse might prevent the general use in Hongkong of this new material. But if it possesses all the virtues claimed for it, might not a small quantity be obtained and tried in the most frequented business part of the City? Des Voeux Road and Pedder's Street and the lower north section of the House Road could usefully be treated with the calcium chloride to the great benefit and comfort of the business population.—Yours, etc.,

STREET SWEEPER.

Hongkong, 17th June, 1910.

RUBBER RUBBING.

FURTHER ADVANCE EXPECTED.

London, June 10. The rubber situation is better and the home and American demand shows an improvement. Fine Hard Para is at 5/8 and the rise has further stimulated rubber shares.

Kuala Lumpur, June 10th. Messrs. Harper have a wire from London stating that fine sheet rubber is fetching 2s. 9d. per pound; fine crepe 9s. number one scrap rubber 6s.

The next sales will be held on Tuesday, the 14th June. The market is considered likely to advance.

MAY RETURNS.

Cheras, May 1—615 lbs.; four months 1,649 lbs.

Seafeld—14,374 lbs.

Agents Barlow and Co.

Regalla Rubber Estates—671 lbs. dry. Total for first 10 months of 1909—9,774 lbs. dry.

Kepong—3,750 lbs.

Chumor Estates—April 254 lbs. May 423 lbs.

Kulumpang—8,855 lbs.

Rubber Estates of Krian—1,870 lbs.—Singapore Free Press.

JAPANESE COMMERCIAL FLEET.

The latest official return shows that the total number of Japanese vessels in service at the end of April was 8,510, viz. 1,665 steamers, representing a total tonnage of 1,208,489 tons; 4,850 sailing vessels, of 386,531 tons; and 1,996 koku-bune (junks), of 6,056 koku. As compared with the corresponding period of last year, there figures show an increase of 40 steamers, of 44,391 tons. During the year two steamers between 2,000 tons and 3,000 tons each, and one between 300 and 500 tons were sold or broken up. The additions comprised twenty-nine steamers from 20 to 100 tons, five between 100 and 300 tons, three between 300 and 1,000 tons, three between 1,000 and 2,000 tons, three between 2,000 and 3,000 tons, five between 3,000 and 4,000 tons, one between 4,000 and 5,000 tons, and one between 5,000 and 10,000 tons. The sailing vessels, increased by 164, representing a total tonnage of 1,899. Of vessels between 20 and 100 tons 26 were added to the list. The junks increased by 50 in number and 169,057 koku.—Kobe Herald.

This export of Japanese cotton yarn from the 1st to the 31st ultimo amounted to 30,585 bales, and the total for the whole month was estimated at about 33,000 bales, allowance being made for shipments the remaining four days. The Japan Chronicle understands that, Indian yarn having been sold at a sacrifice at Shanghai, Japanese yarn has been much affected, and little business has been doing lately. However, a considerable quantity is to be delivered on contracts made for forward delivery, while 4,000 bales taken delivery of by the Japan Raw Cotton Company on time bargain on the Osaka Yarn Exchange are to be shipped this month. It is therefore probable that the export this month will not fall off to any great extent.

SUGAR IN JAPAN.

DAI NIPPON SUGAR COMPANY.

In reference to the position of the Dai Nippon Sugar Company, the Nipponzas that the readjustment of the company's affairs undertaken by the new board of directors has been progressing favourably. The net profit for the present half-year is estimated at over ¥900,000, it is proposed to devote to its settlement of debts. If the scheme proposed by the board is carried out, the company's financial position will stand as follows:—

Legal reserve..... ¥916,000
Special reserve..... ¥161,100
Profit for the present period..... ¥900,000

Total..... ¥1,000,000
Loss brought over from the preceding period..... ¥1,000,000
It is proposed to make good the outstanding loss out of the reserves and the profit, the balance of ¥900,000 being made the nucleus of a reserve. In the past the money receivable from sugar sold for forward delivery was added to the revenue, but this method is to be changed, and it is proposed to add such money to the profit only when it is actually received. When this is done it is thought the revenue in the next account will be much increased. Bad debts will be written off. If the ten years' readjustment scheme be slightly modified and the profit for each half-year be devoted to the settlement of the price of the Dairy Mill—¥6,000,000—and the payment of the debentures now standing at ¥7,000,000, concludes the Nipponzas, the readjustment of the company's affairs will be expedited, as the Dairy mill will then have been bought in instalments. How the sugar tax in arrears is to be settled is not stated, and indeed the whole article seems to be devoted to putting the affairs of the company in the most rosy light.

IMPORT OF FORMOSAN SUGAR.

The Asahi reports that between January 1st last and the 3rd instant the quantity of Formosan crude sugar imported into Tokyo and Yokohama amounted to 1,236,336 bags, of which 610,761 bags were brown sugar, while the Formosan crude sugar stored in the Tokyo, Toshima, and Central warehouses in Tokyo and Yokohama amounts to 615,000 bags. In the Tokyo and Yokohama districts, including the two cities, the consumption of sugar in the past five months amounted to 84,000 bags per month on an average.—Japan Chronicle.

HARBOUR COLLISION.

JUNK SUNK OFF STATUE WHARF. A collision, fortunately unattended by the loss of any lives, occurred in the harbour yesterday forenoon. A small cargo junk collided with one of the numerous European launches that were doing in and out of the narrow ways opposite Statue Wharf. Such was the force of the impact that the junk sprang a leak and rapidly began to fill with water. That she had seen her best days was proved by the fact that the junk was soon a mass of floating splinters scattered over the surface of the water nearly in front of the Hongkong Club. The occupants of the junk made frantic efforts to recover their valuables, consisting of nothing more than a few pieces of clothing, bedding and canvas, from the wreck. We understand that the matter of the junk was compensated to the extent of \$50 by the owners of the launch on account of the collision.

In the afternoon, the broken spar, mast head and salvaged portions of the boat were piled up on the seawall with their owners squatting on the remains of their broken craft and regarding the situation with philosophic equality.

THE "SARAWAK BANDJER".

UNDERGOING THOROUGH OVERHAUL. The s.s. Sarawak Bandjer, which has been purchased by Mr. E. C. Wilks of Hongkong, is now in the course of undergoing repairs at the dockyard of the Hongkong and Whampoa Dock Company at Kowloon. The purchase was effected in Singapore, where the vessel was lying previous to her acquisition by Mr. Wilks. A big sum of money is to be spent in repairing the Sarawak, mostly in the way of replacement of damaged plates, and she has an excellent frame there is little doubt that she will be equipped up for doing purposes on the China coast. We hear that the purchaser has already had several advantageous offers for the re-sale of the steamer when she leaves the Dock. While in the hands of the Dock Company the Sarawak will undergo a thorough overhaul.

CHANGES IN THE CHINA SQUADRON.

As much comment has been made locally upon the withdrawal of all the British battleships from the China Squadron, it is interesting to note that this class of vessel is about to reappear on the China coast. In the course of the next two or three months, H.M.S. Swiftsure and Triumph are due to arrive in Hongkong. These battleships are presently attached to the Mediterranean Force and are being relieved by the Agamemnon and the Lord Nelson, which are being refitted in England.

It is now some years ago since a British battleship was seen in Hongkong waters. Formerly we had the Glory, the Albion, the Centurion, the Ocean, and the Dartmouth—all of which were recalled to Home waters towards the conclusion of the Russo-Japanese war. Now, apparently, the British Government are beginning to realize the necessity for upholding the prestige of the Flag in Eastern seas by means of the presence of the latest type of war-vessels. The Swiftsure and the Triumph were bought by Great Britain while they were still on the stocks in the order of a South American Republic and although not approaching the Dreadnought class they are types of the most modern developments in construction and equipment.

CHINESE STRIKE IN BANGKOK.

They have been having quite lively times in Bangkok lately owing to the Chinese going on strike because they have to pay an increased poll tax. The following account from the Siam Observer gives some details:—

The much-talked-of strike of Chinese on account of their objections to paying the Capitation Tax took place on June 1. The strikers, having given notice of their intention, could scarcely be surprised that the Government took all reasonable steps to meet it and did so in a way which must have rather surprised those who organised the affair. The result of the whole thing was that when Bangkok awoke this morning the place was simply alive with police and, in some places, soldiers. The result was that overt acts and acts of violence, at first feared, were speedily seen to be rather too risky for the Cantonese and Siamers who have been at the head of the movement to attempt, and, as a result, the day has passed off very quietly.

The first noteworthy sign of the approaching strike, if strike it can be called, took place yesterday afternoon, when there was a regular rush for foodstuffs in the markets. Every one appeared to be laying in stores of rice, dried fish, salt, sugar and kindred commodities, as though to stand a siege of some days. The natural result of this was that the petty traders put up their prices and in some instances doubled or tripled them. Last night the Chinese bakers and butchers struck work and this may be regarded as the real beginning of the troubles. The bakers were quite alive to their own interests, however, and some, who usually call only in the mornings, came also in the evening and delivered their customary supply for to-day. The Chinese butchers having slaughtered no cattle, the B. M. C. and the Indian butchers sensibly seized their opportunity and killed an extra quantity, the result being that beef was obtainable as usual and at the usual rates, while there were little less than the usual amount of fruit and vegetables in the market.

The riksha towkays having decided to join in the strike, they this morning withdrew their vehicles from the streets, and these latter seemed to greatly benefit by the change. But they looked odd for, in many districts, all the shops were shut. This, it may be stated, was not in any way due to their sympathy with the striking Chinese but simply through fear. There seems to have been some doubt as to whether the Cantonese fitters and boiler-makers, employed at Messrs. Howarth's Engine and by the Bangkok Dock Co., would join in the strike. They settled this question themselves by doing so and they were joined in their action by most of the carpenters and blacksmiths. The wharf coolies at Messrs. Windsor and Co.'s and those at the other wharves, along the river side, promptly followed suit and it was difficult to get a Chinese coolie of any kind willing to work at anything all day. In the rice-mills, however, things were somewhat different, and some of the mills have been in full work all the time, although others have closed down.

Extremely serious though the strike has been, it yet has its lighter side and comic interludes have been fairly frequent. One of these was the spectacle of a well-known and popular high official killing a pig, coram populo, in a shop at Talat Noi. He did it in quite an artistic and butchery manner too, but at the expense of a handsome silk paining. I saw a much-respected local resident carrying something in a pocket handkerchief which turned out to be about a couple of pounds of very scraggy looking beef-steak. When I met him he was complaining bitterly about not being able to obtain any bread; a sad state of affairs, truly, since he had invited a couple of friends to dinner just prior to discovering that his cook and boy had vanished.

SARAWAK OPIUM FARM.

GOVERNMENT RELEASES FARMERS FROM THEIR CONTRACT.

The following item of news is taken from the Sarawak Gazette of June 1:—

The present opium farmers having got into difficulties as regards the rent for the farms, resulting in a breach of their agreement, the government have found it necessary to release the farmers from their contract at the end of this current month. A company or syndicate is being formed and will take over the farms from July 1 next for one year and it is hoped that from the experience gained during that period a system may be evolved under which the business can be permanently run with local capital to the advantage both of the government and the inhabitants of Sarawak. Government will supply a certain portion of the capital required, will be represented on the board by three government officers, and will receive a fixed monthly payment as well as a dividend upon the money which it invests. One half of the balance of the capital is to be subscribed by the Hokien Chinese who will be represented by two directors elected by themselves, and the remaining half by the other Chinese merchants and others who will also choose two directors.

ANOTHER RECORD FOR THE "MINNESOTA."

STEAMSHIP, WITH SILK CARGO, REACHES HATTELL IN TWELVE DAYS.

We are informed by Mr. C. F. McWilliams, General Agent for China, Japan and the Philippines of the Great Northern S.S. Co., that a cable from Seattle, announces the arrival of the Co's s.s. Minnesota from Yokohama on Friday morning, the 17th inst. This is another record trip for the big boat, as she sailed a day late and got in a day ahead of schedule time. Her schedule sailing date from Yokohama was Saturday, May 21st, and her schedule date for reaching Seattle, June 4th; but she left Yokohama on Sunday afternoon, May 22nd, and actually reached Seattle as stated, on the morning of June 3rd. The point will be of interest to silk shippers, as the Minnesota carried 1721 bales of silk from this port, besides 205 from Hongkong.—Japan Herald.

COMMERCIAL.

RUBBER MARKET.

Hongkong, 17th June.

The promising outlook at the beginning of the week, when the market opened strong in sympathy with a rise in the price of Rubber, was not sustained throughout the week. The smart sport in the price of shares was soon checked and a recession took place, bringing rates down several points though not to the depth touched during the preceding week. Sales have been few and far between, though a better evidence is apparent of an inquiry for Singapore stocks. The market closes rather steadier.

Para Rubber in London, by private telegram, is advised at 10s. 3d. to-day. The record of the week's business is detailed below:—

Anglo Malays, after sales at 30/6 and 30/-, declined to 28/6, but at the close are steady at 29/-.

Allagars were sold during the early part of the week at 7/9 and later at 6/6, closing quiet. Ceylon Collets are steady at 25/- prem.

Eastern International have been the medium of a fair business up to 4 1/2 prem. during the early part of the week and later at 35/- and 37 1/2 prem, closing at 35/- prem.

Linggis changed hands at 60/-.

London Ventures were placed at 8 1/4, 7/6 and 7/3, closing with probable sellers at the latter rate.

Medilams are on offer from London at 7/3. Ledburys have fluctuated a good deal during the week from 115/- downwards and now comes steady at 95/-.

Tangkabs dropped from 37/6 prem. to 25/- prem., but now comes higher at 27/6.

United Serdangs have been dealt in to a fair extent at various rates up to 145/- and later at 140/-, 135/- and 130/-.

At the close there are sellers at the latter price.

United Sumatras are quiet and without business to report at 12/6.

Sumatra Paras are also quiet at 13/9.

London Asiatics rose to as high as 17/- with sales at 16/9, closing at 16/-.

Balgownies have been sold at 5/9 and 5/8, closing with probable buyers at the former rate.

Changkat Serdangs are quoted at 5/3 from Singapore without business to report.

Ayer Pans can probably be obtained at 5/2.

Rajams have improved and there are no sellers under 5/8.

Glenaclys, after sales at 5/7 1/2 and 5/3, are on offer at the former price.

Indragiris are quoted at 5/3 from Singapore with buyers probably at 5/1 lower.

Pegohs have buyers at 5/4, without inducing sellers.

Sandycrofts have again been sold at 37 1/2.

United Singapore after small sales at 5/3 close steady.

The Bank's closing T.T. quotations are as follows:—

On London..... 1/9
Shanghai..... 74 1/2
Singapore..... 76 1/2

ELLIS & ELLIS.

June 17th, 1.30 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars..... 6/6
Anglo-Javas..... 11s. 18
Anglo-Malays..... 28/6
Balgownies..... 5/1
Batu Tigas..... 110/-
Berams..... —
Bukit Kajangs (pp.)..... —
Bukit Rajahs..... —
Carey Uniteds..... 25/- prem.
Castelfields..... 130/-
Changkat Serdangs..... 5/8
Cheras..... 220
Damansaras..... 107/6
Eastern Internationals..... 35/- prem.
Fed. Selangors..... —
Glenaclys..... 5/3
Glenbiels..... —
Golcondas..... 13/6
Golden Hopes..... —
Highlands and Lowlands..... 133/-
Indragiris..... 5/3
Inch Kenneths..... —
Jeques..... —
Jonglandors..... —
Kamunnings..... 8/6 prem.
Kuala Lumpurs..... 192/6
Lanadrons (fully paid)..... —
Lanadrons (ppd.)..... —
Labus..... —
Ledburys..... 95/-
Linggis..... 50/6
London Asiatics..... 15/6
London Ventures..... 7/-
Medilams..... —
Pajams..... 516/-
Pegohs..... 543
Rubber Trusts..... 50/- prem.
Saggas..... —
Sandycrofts..... 39
Sapongs..... —
Seafelds..... —
Seksongs..... 33/6 prem.
Shelfords..... 71/6
Singapore & Johores..... 520
Sumatra Paras..... 131/-
Sungai Oboks..... 120/-
Sungai Kapars..... 17/6
Tandjongs..... 55/- prem.
Tangkabs..... 25/- prem.
Tosangis..... 5/- prem. nom.
Ulu Rantis..... —
United Serdangs..... 137/6
United Sumatras..... 53
United Sumatras..... 10/9
United Langkats..... —

Para Rubber..... 10 1/2 per lb.

Linggi Co. has declared an interim dividend of 1/-.

Anglo-Malay Co. has declared an interim dividend of 6d. per share.

To-day's Advertisements.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 85.

REMOVAL OF STONE JUNK IN CHUENPI CHANNEL.

NOTICE is hereby given that the Jack Laden with Stone, sunk in Chuenpi Channel, Canton River, has been removed.

ARNOLD HOTSON,
Acting Harbour Master.

Harbour Master's Office,
Imperial Maritime Customs,
Canton, 15th June, 1910.

Approved:
J. F. OIESEN,
Commissioner of Customs. [440]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE,"
Captain Tomlinson, will be despatched as above on 25th June.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 17th June, 1910. [415]

SYNTHETIC RUBBER.

A patent of Dr. John Blum of Brussels is based upon what he claims to be a glutinous hydro-carbon. The process is thus described:—

The first part of this invention consists in the production of this glutinous hydro-carbon and the second in the process for converting it into rubber. Turf or peat is subjected in the presence of water to fermentation by a ferment such as that found in imperfectly formed rubber, or as that which produces the higher olefine alcohols. Peat is employed which contains a percentage of birch-leaves, as they contain a wax-like substance which is one of the chief constituents required in the process.

To obtain a supply of the ferment a piece of imperfectly formed rubber is placed in a saccharine solution and placed in the sunshine. After a few days the solution develops numerous threads of the colour of milk. A ton of peat or turf is placed in a zinc lined fermenting chamber with a (60) of water and six fluid ounces of the ferment. A saccharine solution is made of about five gallons of water with 1lb of sugar, and the solution is sprayed over the peat in the mass to render fermentation uniform. The chamber is then closed and kept at a temperature between 140deg and 160deg F. for a period of three weeks.

The glutinous hydrocarbon obtained in this manner is placed in a cylinder having a steam jacket, together with 2lb of a brownish red granular substance obtained from Congo rubber, one ton of peat, and 17oz of commercial sodium carbonate. A solution containing 2 1/2oz of chalk slacked by means of small quantities of hydrochloric acid till effervescence ceases is then added. A second cylinder is employed half filled with water, containing three gallons of methylated spirit. The cylinder containing the peat and other ingredients is then boiled for four hours by means of its steam jacket, and allowed to cool. The other cylinder is then heated sufficiently by means of its steam jacket to evaporate the methylated spirit and water. As the contents of the peat cylinder cool a semi-liquid mass floats on the surface, and this is the artificial rubber. To purify it communication is now made with the adjoining spirit cylinder in which a vacuum has been formed during cooling, and the rubber passes over into the spirit solution, from which it is removed by a perforated tray. The product, artificial Para rubber, according to the specification, can then be pressed into moulds.

Events Coming.

Saturday, 18th June.

Auction sale of Irish linen and bioculars, Hughes and Hough, 11 a.m.

New Seamen's Institute, opening ceremony, 4 p.m.

Intimations.

CHEESE

MILD CANADIAN STILTON

60 cents per lb.

THE

DAIRY FARM CO.,

LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."

These Calibrated waters are used in the manufacture of our beers.

Purity guaranteed.

[Note Price List:—]

"ASAHI" & "SAPPORO"

Beers.

per case 4 doz. 125/-

per case 8 doz. 215/-

per case 12 doz. 315/-

To be obtained at all Retailers.

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NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of teaching Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 27, Hollywood Road, and floor.

Hongkong, 17th June, 1910. [97]

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by
A CHEE & CO.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 17th June, 1910. [413]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible in messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional 3/- per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order, THE MANAGER,
Hongkong Telegraph Co., Ltd.

17A, QUEEN'S ROAD CENTRAL.

THE COMET

has almost disappeared but H. Price and Co.'s establishment is still here, and you can always rely on getting from them the best value in

ALES,
STOUTS,
WINES,
SPIRITS,
CIGARS, ETC.

A call at No. 12, Queen's Road Central, will prove to customers that they cannot do better than deal only with

H. PRICE AND CO., LTD.

WINE and SPIRIT MERCHANTS.

Telephone No. 235.

Hongkong, 17th June, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, 3 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line). The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate de Steamer and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port.

Via New York.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOCK, General Traffic Agent.

Corner Fadder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	YUNSHANG	FRIDAY, 17th June, 4 P.M.
TIENTSIN via SWATOW, WEIHAH	CHUHSING	SATURDAY, 18th June, Noon.
WEI & CHEFOO	CHUHSING	SATURDAY, 18th June, Noon.
SHANGHAI	HANGSANG	MONDAY, 20th June, Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	MONDAY, 20th June, Noon.
MANILA	LOONGSANG	FRIDAY, 24th June, 4 P.M.
SHANGHAI, KOBE & MOJI	NANSANG	FRIDAY, 1st July, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Katsura*, *Nansang* and *Yunshang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitai, Labad, Dair, Simporia, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 215.

Hongkong, 17th June, 1910.

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Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Oga	6,051	WEDNESDAY, 29th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 15th July, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TASMUI v. SWATOW & AMOY	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 19th June, at 10 A.M.
ANPING via SWATOW & AMOY	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 23rd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY AND FOOSHOW	"BUJUN MARU" Capt. —	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 21st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th June, 1910.

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Shipping—Steamers.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C., TAGOMA AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On/about
Guernsey	6,321	F. S. Cowley	18th June
Ymeria	6,321	J. Mathie	15th July
Aymara	4,350	J. Boyd	26th July

These steamers are specially fitted for the carriage of Asiatic Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 14th June, 1910.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND PERCENTAGE ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,027,018	2.5% for half year ending 31.12.09 @ ex 1/9 = \$15.11	4 1/2 %	\$201 sales \$201 10/16
National Bank of China, Limited	99,935	7	6	\$4,000 \$100,000	\$30,552	\$2 (London 2/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,883 \$103,799 \$118,000	none	\$10 for 1908	6 %	177 1/2 sellers
North China Insurance Company, Limited	10,000	2 1/2	2 1/2	Tls. 221,000 Tls. 115,253 Tls. 140,588 \$1,000,000	Tls. 307,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 170
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$118,000 \$105,249 \$71,885	\$287,084	Final of \$20 per share, making in all \$10 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$20 s. and sa.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$204,405 \$109,264	\$707,617	\$12 for 1908 and interim of \$3 for 1909	7 %	\$10 1/2
FIRE INSURANCE.								
China Fire Insurance Company	20,000	\$100	\$20	\$1,000,000 \$350,341 \$301,163	\$438,406	\$6 and bonus \$2 for 1908	7 %	\$11 1/2 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000	\$426,218	\$27 for 1908	8 %	\$34 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,743 \$250,000 \$100,180 \$250,000	Dr. \$2,717	\$1 1/2 for 1908	...	\$7 1/2 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$100,180 \$250,000 \$250,000	Dr. 11	2 1/2 for year ending 30.6.1908	...	\$13 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$107,500 \$103,545 \$119,100	\$20,766	Final of \$2 1/2 for account 1910	8 %	\$10 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$10,000 \$240,000 \$240,000	413,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3.154	...	\$68 sellers
Do. Do. (Deferred)	60,000	45	45	\$240,000 \$240,000	413,755	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	94 1/2 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$100,000 \$24,850 \$62,681	492,994	A dividend of 7 % for yr. ending 30.1.1910	4 1/2 %	\$2 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000	\$1,159	A bonus of 5 %	3 1/2 %	\$14 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$20,000 \$58,680	Dr. \$2,090	\$10 per share for 1909	5 1/2 %	\$10 1/2 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$17,891	\$5 for 1907	...	\$20 sellers
Parak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6 02	Tls. 10 for year ending 31.3.09	...	Tls. 950 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1 1/2	1 1/2	\$215,000 \$24,390	Dr. 435	Final of 1/6 making 3/- for 1909	9 %	Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 12
Ranch Australian Gold Mining Company, Limited	150,000	1 1/2	1 1/2	\$4,378	none	\$1 per share 13th dividend	5 %	\$7 1/2
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	41 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.1.1906	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$50,000 \$21,993 \$10,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$58 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$38,442 \$31,000	\$12,935	Interim of \$1 1/2 for account 1909	...	\$6 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,461	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 697,857 Tls. 504,800 Tls. 185,057	Tls. 9,222	Final of Tls. 4 for 1909	7 %	Tls. 121
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,214	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$1,000	\$24,611	\$1.20 on old and 60 cents on first new issue	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$61,075 \$10,000	\$1,277	\$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	2 %	\$107 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$250,000	\$27,911	Interim of 3/- for account 1909	7 1/2 %	\$104 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$25,000 \$5,850	\$5,471	45 cents for 1909	6 %	\$8 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$29	\$2 1/2 for 1909	8 %	\$53 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 20,000	Tls. 65,050	Final of 6 % bonus Tls. 1 for 1909	6 1/2 %	Tls. 120
West Point Building Company, Limited	14,500	\$50	\$50	none	\$1,958	Final of \$1.50 for account 1909	8 1/2 %	\$40 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 250,000 Tls. 40,098 \$10,000	Dr. 10,991	Tls. 2 1/2 for year ending 31.10.09	8 1/2 %	Tls. 130 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$10,000	\$9,553	50 cents for year ending 31.7.08	8 %	\$4 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 62
Leong-kung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	Tls. 100	Tls. 1	none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 74
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	Tls. 1,172	Tls. 21,172	Tls. 25 for 1909	10 %	Tls. 250
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,500 \$40,000	\$148	15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	\$61,128	60 cents for 1909	6 %	\$101 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$6,602	10 cents for year ended 24.2.06	...	\$1.50 sellers
Do. Do. special shares	50,000	\$1	\$1	\$100,000	\$1,000	10 cents for year ending 31.7.09	9 %	\$8 1/2 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000 \$1,000	\$1,890	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$18,000	\$4,200	14 per cent. v.s. \$1.40 for 1909	6 1/2 %	\$19 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$5,000	\$670	A dividend of \$1.20 per share and a bonus of 10 cents	10 %	\$14 buyers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$11,798	Final of \$8 for 1909	6 %	\$10 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$150,000 \$40,000	\$7,616	Final of \$1 making in all \$2 for 1910	9 %	\$106 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$12,500 Tls. 547,500 Tls. 62,924	Tls. 216,682	and interim dividend of Tls. 12 1/2 for 1910	4 1/2 %	Tls. 1,450 ex d.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$10,000	\$3,014	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.4.10	5 1/2 %	\$14 1/2 buyers
Meatschippi Rot Mijl, Borneo Landbouwplaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$20,000	Pa. 18,640	None	...	\$10 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	...	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 240 sellers
Peak Tramways Company (new)	50,000	\$10	\$1	none	...	First year	...	\$15 sellers
Philippine Company, Limited	75,000	\$10	\$10	Tls. 24,820 Tls. 75,000	Tls. 5,250	None	...	Chinese currency
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	none	none	None
Societe des Pulpes et Papeteries du Tonkin	13,200 Benefit shares 1,800	50 Halabong Newland	25 Currency	none	none	None
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$11,096	None	...	\$15 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$127,86	10 % for year ending 31st May 1910	12 %	\$15
Union Waterboat Company, Limited	50,000	\$10	\$10	\$11,956	none	60 cents for year ending 31.12.08	8 %	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$44	60 cents per ord. share for year ending 31.5.09	5 %	\$11 1/2 sellers
Watkin Limited	10,000	\$10	\$10	none	\$1,941	35 cents for 1909	...	\$10 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$1	\$300,000 \$5,000	\$2,013	None	...	\$2 1/2 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$78	None	...	\$1 sellers

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882 CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

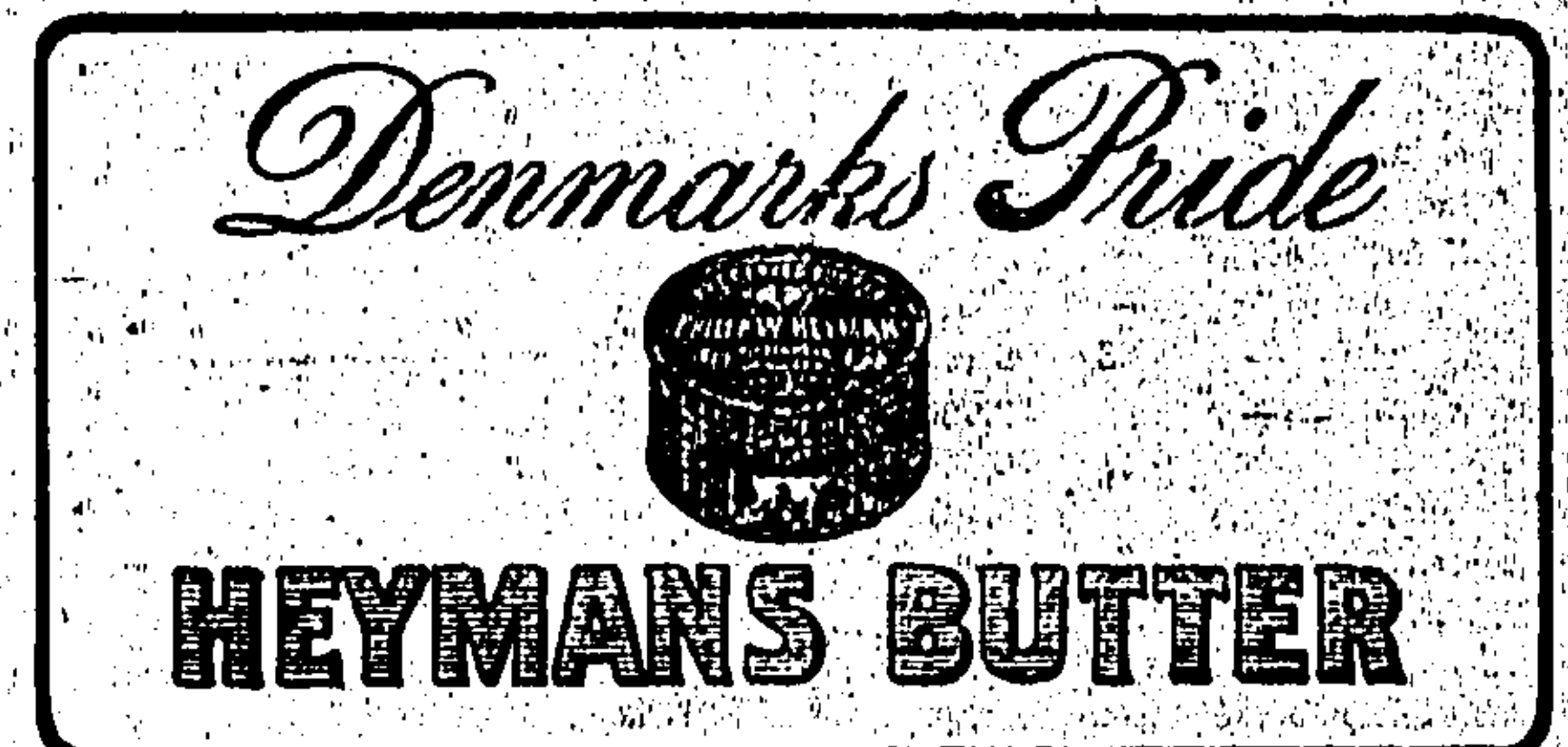
SPECIAL BRANDS:

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HAVE always on hand large stock of
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Inspection invited to the Yards.

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